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PASCAGOULA
(See editorial, Page 4)

MARCH
1950

BUYING POWER!
See Page 8

MOVIES ABOARD
See Page 10

HOOVER COMMISSION
By DON LOKER
See Page 11

PAN-AMERICAN fisherman

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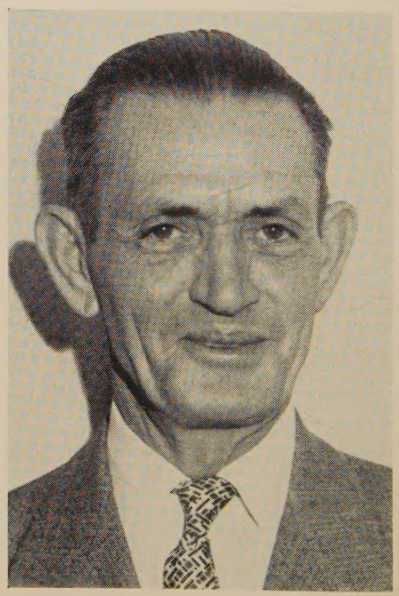

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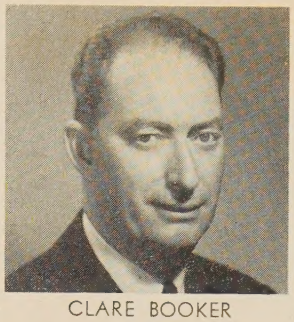

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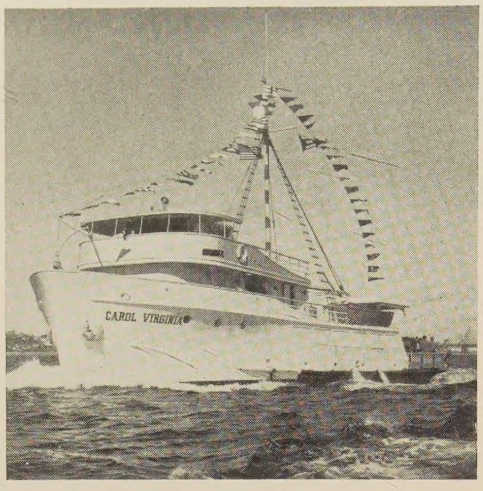

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
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San Diego, Calif — Phone F-7876

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

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Volume 4 Number 9

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ABOUT THIS ISSUE:

CAPTAIN A. S. PITRE, USN (Ret), tells us that we were in error in some phases of the *Drake and Bullen Story*, which appeared in two installments of the magazine, ended last month. Here's his letter:

Mr. John Springer,
The Editor-in-Chief
Pan-American Fisherman
205 Broadway Pier Bldg.
San Diego, California

Dear Sir:

1. I have just been handed a copy of your January issue of "The Pan-American Fisherman." In the article "The Drake and Bullen Story," appearing on pages 8 and 9 of this issues, several statements have been published that are so grossly inaccurate as to merit challenge. I trust, therefore, I may be accorded an opportunity to set the record straight.

2. On page 9, the second paragraph reads, and I quote: "Unlike many similar discoveries, S. M. did not, slowly and painfully, evolve from years of experimentation. It was originally conceived in Mare Island Navy Yard, under the supervision of Arthur E. Burns, Jr., who, at the time, was a research paint chemist of the Navy. . . . "

The so-called S. M., or soluble matrix, was developed at the Paint Research Laboratory of Navy Yard Mare Island prior to Mr. Arthur E. Burns, Jr. employment at that activity. The following facts are submitted in support of this observation:

a. The Navy Department first undertook the research of underwater coatings in 1906. Since that date, the Department has never ceased its study or research on this problem.

b. This research program has been productive of three "sets" of standard coatings—first the shellac series, circa 1909; secondly, the coal tar series, circa 1920; and thirdly, the plastic series in 1941.

c. Research on the plastic series was first undertaken in 1921. Three independent research staffs worked on this problem through 1936—a matter of some fifteen years.

d. In March, 1935, the author of this letter, while on duty at the U. S. Experimental Model Basin, Washington, D. C., was requested, by the Navy Department, to review the whole problem of underwater coatings—especially, in regard to their efficacy and their influence on the prolulsion characteristics of Naval vessels.

e. The author accomplished this review and, amongst other things, recommended the assignment of a Destroyer Division for a scientific evaluation of many factors heretofore obscure. The Chief of Naval Operations approved these recommendations and assigned Destroyer Division 12 for this scientific task under the technical supervision of the author.

f. Each of the four vessels of this division was provided with a different experimental coating. Between April, 1936 and September, 1937, carefully conducted standardization trials were accomplished on each vessel every four weeks. These results, corrected to basic conditions, were then utilized with other data, observed daily for evaluating all phases of efficacy and performance. Never before, nor since, have such extensive trials and studies been undertaken.

g. With the conclusion of these tests, the author was detached from duty with this Destroyer Division and assigned to duty as Hull Superintendent at the Navy Yard Mare Island. The responsibilities of this duty did not include considerations regarding underwater coatings. However, because of his recent experience, the author was requested, by both the Navy Department and the Yard authorities, to lend his advice and assistance, to the underwater coating problem. Whereupon, the author volunteered his services.

h. Combining a review of past research history together with the

(Continued on page 26)

Pascagoula: *Tempest in a Teapot*

Last month a San Diego, California, newspaper reported the story that Cecil Drake, local boat broker, and several other West Coast fisheries figures were planning to set up a fish cannery at Pascagoula, Mississippi. The story was true, however, it was an old one; it originally appeared in San Diego newspapers as late as last August. Why such a pother was raised is hard to tell; a weak stab at circulation-building through sensationalism perhaps. At any rate, the story, as it was presented, lacked the true facts from first to last. Here is Drake's statement, which this magazine knows to be factual:

"I became aware that the Gulf territory offered some economic advantages for a cannery prior to the war, when I was approached by a Houston man to assist in building a tuna fleet. Some of their city fathers at that time wished to get a fishing industry started. About two years ago, I was invited to join J. M. Martinac and Martin Petrich of Tacoma, Washington, to build a cannery at Pascagoula, Mississippi. The people from that city were interested in developing their fishing industry, and Hervey Petrich became aware of the possibilities of the area, particularly because he had taken the *Western Explorer* to the East Coast several years ago. Hervey was sufficiently enthused to report his findings to Van Camp and other West Coast canners to the extent that visitors from that cannery, as well as from French Sardine Co., Westgate and Columbia River Packers inspected this town for possible cannery locations. Meantime, in 1949, tuna production was up and sales were slowing down, resulting in lay-up of boats and crew members. I have always contended that tuna, being a fine product, could be sold if the proper advertising and effort was put forth, and the few of us who were interested in several boats were convinced of the same facts. The tuna industry has been one that perhaps has a record of the least over-production of any other similar industry and, in the past few years, the tuna packers have not been extended to their full ability in sales efforts. In view of the above situation, we became convinced that, in behalf of working a few of our boats and crew members for our own cannery, we could operate without interruption, being responsible for our own sales. We decided then to look into the matter of a suitable location and found that Pascagoula was the best for our requirements. We started negotiations for some ground, and have the plans under way which are in the blueprint stage at present.

"In consideration of a location for building our cannery, we gave thought to more economical operation, as continually rising costs in tuna boat operation were making it difficult to show a profit. One of the big items in tuna boat operating costs is personal property taxes, as well as fuel and maintenance costs. Pascagoula offers us a very low tax rate, and other costs are proportionately lower. Most states bordering the entire coast line of the United States have lower personal property taxes than California, and very little is being done to relieve the local situation. Part of our negotiations at Pascagoula have been conferences with the union representatives, and assured them that we intended to use union labor, both in the cannery and on the boats in that area. This will be done at all times. A further intent of this entire project was to give some relief to the local situation, so that boats based here, as well as any that might be based at Pascagoula, could continue to work without interruption. This is a good motive, which is beneficial to not only the boat owners but the crew members and cannery workers, and should not be a subject for criticism, but one which should be commended. Since the war I have personally constructed, or assisted in the building, of about twenty-five tuna clippers, some of which are the best in the fleet. Many of these have started out with young, new skippers who have come through with successful operation in an admirable fashion. This addition to our San Diego fleet has been a big help in the general growth of this industry. All of the tuna clippers in which our group of cannery owners are involved except two, are under long-term contracts to the local canneries, and we retain interests in many boats which will continue to be based in San Diego. It should be apparent that we would not take any action in the way of unfair competition, which would upset the earnings of our boats or the stability of the local industry.

"We think that San Diego will continue to be the tuna capital of the world, but, everyone close to the picture, especially the canners, realize that it is becoming a more competitive business and many have purchased or considered the purchase of foreign fish. This, together with the possibility of fisheries developing elsewhere, is something to deserve far more serious consideration than the building of a small cannery at Pascagoula. It appears to me that our project even in the embroyic stage is having a stimulating effect on the people of San Diego, and that a general good to the industry will result therefrom.

"It has not been determined what boats, if any, will be moved from San Diego, and a list published earlier this week by a local newspaper is totally in error."

Irving Reynolds, the San Diego Union's astute business writer, was one authority who viewed the entire situation as a tempest in a teapot. "The migration of tuna in future years," he wrote, in part, "may have a considerable bearing on the growth of this industry in San Diego. Given improved port facilities here, which is a part of present Harbor Commission planning, and more favorable tax rates, it is questionable that this experience will be available on a large scale to establish competition along the Gulf Coast.

"Some operations undoubtedly will be successful in Mississippi and Texas, but the potential expansion of the consumer market for tuna should more than offset this additional production."

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Ottawa, Canada.—A bill revising the Fish Inspection Act was passed by the 21st Canadian Parliament during its first session, the December 1949 Trade News of the Fisheries Department reports. Until the new Act (Bill 63) is proclaimed, the present Act will continue to govern the inspection of fish. Regulations under the latter Act now provide for inspection of certain fish and fish products other than canned fish. Inspection of canned fish is provided for under the regulations of the Meat and Canned Foods Act. The new Act gives the Government the necessary power to meet the quality control needs of the industry and the authority for instituting any inspection procedure in respect to fish moving in export and interprovincial trade whenever that becomes necessary. Any new inspection regulations proposed under the new Act, of course, will be referred to the industry for discussion before they go into effect.

The Fish Inspection Act was revised with three purposes in view: (1) To provide for inspection of fish which moves in inter-provincial and export trade; (2) To revise the regulatory powers to meet present-day problems; and (3) To amplify and simplify some of the enforcement procedure. The Department of Fisheries today has inspection operating for products such as canned salmon and lobsters, salted and pickled fish, oysters, smelts, and some others. For other types it offers voluntary inspection to the industry.

Brussels.—The total of 1949 Belgian fish catch will probably be a little over 60,000 metric tons. For the first 10 months of 1949, the fish catch was approximately the same as during the same period in 1948, but was about 60 percent above prewar, according to a December 28 report from the American Embassy at Brussels. Belgian fish consumption for the year will probably be about the same as it was in 1948—about 30 percent above prewar. Since the beginning of 1949, there has been some decline in the prices received by Belgian fishermen. Retail prices on canned sardines and canned salmon, on the other hand, have been rising. Practically all of the production is destined for human consumption. Occasionally, and particularly during the summer months when fish prices are lower, some fish are diverted to fish meal, but the amount processed for this purpose is less than 1,000 tons annually. During the first ten months of 1949 Belgium imported 1,158 metric tons of canned pilchards, nearly all of which came from the United States. During the same period Belgian imports of canned sardines totalled 2,288 metric tons, practically all from Portugal. Imports of canned salmon during the first ten months of the year totalled 642 metric tons (only 21 tons came from the United States). A reduced tariff, which is to continue through 1950, has been in effect on canned salmon since January 1, 1948.

Copenhagen.—The young Danish fish canning industry has tripled the value of its exports since 1947, according to Danish newspaper reports published in the January 5 Fiskets Gang, a Norwegian fishery periodical. In 1949, the total value amounted to Kr. 20,000,000 (approximately $4,160,000 at predevaluation rate of exchange). The exports consisted mainly of sardines, mackerel, and a little tuna. A large amount was shipped to England, and important quantities to Sweden, Germany, Italy, and Austria. Some has been sold to Israel and Uruguay, with lesser amounts to the United States and Australia. Currently the canning plants are working on an English order of 100,000 cases worth between Kr. 6,000,000-7,000,000 (approximately $870,000-1,015,000 at postdevaluation rate of exchange).

Oslo.—Ten Danish cutters, of about 50 metric tons each, plan to fish continuously from March to May in Barents Sea north of Norway, according to Danish newspaper reports published in the January 5 Fiskets Gang, a Norwegian fishery periodical. Motherships, of 300 to 400 tons, from Esbjerg; Denmark, will service the cutters at 10-day intervals. The motherships will carry food, supplies and fuel north and on the southward trip will deliver the fish to Esbjerg or an English port. From previous experience, it is believed that the cutters can take a full load of over 44,000 pounds during this period. The Danish Ministry of Fisheries research vessel, Jens Vaever, is expected to aid fishermen in this area.

Mexico City.—Imports of shrimp into the United States from Mexico for the month of December totaled 4,209,295 pounds. This was about 300,000 pounds greater than for December 1948. The total imported for the year 1949 was 29,053,693 pounds or over 7,500,000 more than in 1948.

Bremerhaven.—Two small shipments of German canned fish (1,500 cans) have been made to the United States in recent months, according to a January 11 report from the American Consulate at Bremerhaven. These shipments represent the first German fish exports to the United States since the war. Restaurants or specialty grocers catering to German clientele are believed to have ordered the shipments consisting of canned small shrimp and small herring (rollmops).

Cairo, Egypt.—Fishery Leaflet 363, Egyptian Fisheries, was recently issued. This 12-page leaflet discusses Egypt's postwar plans for the reorganization and expansion of the fishing industry. It also includes data on fisheries production, distribution, canning, consumption, imports, exports, regulations, and administration. This report points out that the outlook for the sale of American-canned, salted, dried and smoked fish is not bright. American products during the prewar years were popular. The shortage of dollars, more acute since the devaluation of the Egyptian pound, and the strict control over exchange (releasing dollars only for essentials) are barriers to placing orders in the United States. Furthermore, European competitors (United Kingdom, Norway, Portugal, Spain and France) have the advantage and will be hard to dislodge.

EBB 'N FLOW

APPOINTMENT

RCA:

The appointment of Pacific Recording Company, Ltd., 691 Auahi Street, Honolulu, as the Hawaiian Islands sales and service agent of the Radiomarine Corporation of America, was announced by George F. Shecklen, Executive Vice President. Headed by the well-known Charles A. Allen, President, Pacific Recording Company has been established for several years as specialists in the sales and servicing of sound equipment. It will service all Radiomarine radio and electronic equipment on vessels which operate in, or pass through, that area. As a Radiomarine authorized dealer, Pacific Recording will also promote the sale of Radiomarine equipment in the Hawaiian Islands.

In addition to carrying an ample stock of Radiomarine standard equipments, service materials and parts, Pacific Recording has a staff of five expert radio and radar technicians to render prompt and efficient service and repairs. The new service station is ideally located very near the Honolulu dock area and is only five minutes' drive from Kewalo Basin, the home port of the fishing fleets, as well as the nearby Alawai Basin which is the favorite harbor of pleasure craft. This new appointment enlarges Radiomarine's service facilities in the Pacific area. The company also maintains service depots at Wilmington, Calif., San Francisco, Seattle and Portland, in addition to its many depots on the Atlantic and Gulf Coasts, Great Lakes and Mississippi River.

NEW STATUTES

Mexico:

A new Mexican fishery law was published in the *Diario Oficial* on January 16, 1950. The following analysis of the principal changes of the 1947 law effected thereby has been prepared by Milton J. Lindner of the Fish and Wildlife Service who presently is serving as Chief of the United States Fishery Mission to Mexico:

The new fishery law enters into effect 60 days after date of publication, however, it is optional for holders of concessions and permits issued under previous laws to retain them in force under such laws until expiration or to have the new law apply to them. It is also provided that the regulatory measures based on the new law must be issued within 180 days from January 16.

The present law is generally more specific than the 1947 law, which it replaces, but does not differ appreciably from the current practice. The more notable changes are:

1. Permissionaires operating foreign boats in Mexico under "via la pesca" permits are required to have a representative in Mexico, D. F. with full power of attorney. (Art. 40)

2. Foreign boats operating in Mexican waters under "via la pesca" permits are subject to the provisions of the law in addition to certain special provisions, rather than to a special law. (Art. 38)

3. At the discretion of the government, permission to export fishery products can be withheld until the demands of the local markets and the local industries are met. (Art. 18 and Par. VI of Art. 53)

4. A concessionnaire or permissionaire is not necessarily jointly liable with the fisherman who violates Mexican regulations. (Art. 69)

5. There is established a National Fishery Advisory Commission comprised of officials from the Ministries of Marine, Treasury and Public Credit and Economy, and representatives from the fishery cooperatives, boat owners, fishery processors, etc. The commission will assist the Ministry of Marine in the study of matters pertaining to the various fishery laws and regulations. (Art. 13)

6. Provision is made for the establishment of a National Fishery Register wherein, without charge, must be recorded all fishermen, fishing organizations, vessels, gear, and equipment. (Art. 17)

7. Cooperatives, in order to enjoy exclusive fishing rights to certain species must have at least 60% of the membership composed of professional regional fishermen. (Art. 33)

8. Species reserved for properly constituted cooperatives now are abalone, lobster, oysters, shrimp, totoaba, cabrilla and pismo clams, however others may be permitted to fish these species temporarily where no cooperatives exist. (Art. 35)

Executives

Signing contracts appointing Pacific Recording Company, Ltd., of Honolulu, sales and service agent of Radiomarine Corporation of America. Left to right: George F. Shecklen, Executive Vice-President of Radiomarine; Baron Inaba, Director of Pacific Recording; Charles A. Allen, President and Director of Pacific Recording; George Blackmore, Assistant District Manager, RCA Communications, Honolulu; Reginald Goring, District Manager, RCA Communications, Honolulu.

HEARINGS

Discarded?

Rep. Clark Thompson (D-Texas), chairman of a House fisheries subcommittee, announced in Washington, D.

(*Continued on page 14*)

Press-O-Grams

CHAMPIONS

Champion vessels of the Westgate-Sun Harbor fleet, released last month, showed that, in 1949, the *Queen Mary* and the *Endeavor* came through far in the lead. The former craft, skippered by Fernando Medina, was Number One clipper in the old Sun Harbor fleet, while the *Endeavor*, with Victor Goularte at the helm, was top in the old Westgate fleet, before its tieup with Sun Harbor. The two huge craft delivered more fish to their respective canneries than any others.

Here are other top performing boats in 1949:

With capacity of more than 300 tons —Sun Harbor fleet, *Sun Europa*, Capt. Sam Crivello, second; and *Sun Dial*, Capt. Jack Kennedy, third; Westgate fleet, *Bernadette*, Capt. Frank Medina, second; and *Victoria*, Capt. Clarence Gonsalves, third.

With capacity of 150 to 300 tons—Sun Harbor fleet, *Sun Dora*, Capt. Antonio Oliveira, first; *Santa Barbara*, Capt. Frank Gonsalves, second; and *Sun Pacific*, Capt. Antonio Tavares, third. Westgate fleet, *Ronnie S.*, Capt. Jose Ferreira, first; *Carol Virginia*, Capt. George Stevens, second; and *St. Joseph*, Capt. Joe Alioto, third.

With capacity of less than 150 tons —Sun Harbor fleet, *Sun Glow*, Capt. Frank Hernandez, first; *Sun Hawk*, Capt. George Alameda, second; and *Shasta*, Capt. Jack Canepa, third. Westgate fleet, *Patria*, Capt. Tony Goulart, first; *Morning Star*, Capt. Dick Zolezzi, second; and *Dorothy Lee*, Capt. Francisco Medina, third.

HATS OFF!

A "smash" national advertising campaign — the biggest ever to originate from San Diego for any product—has been launched by Westgate-Sun Harbor Company.

The campaign, throughout 1950, will make all America conscious of the "Breast-O'-Chicken" label, and is designed to increase sales to a point where Westgate-Sun Harbor's major brand will hold a dominant position in the tuna market.

Opening gun in the giant advertising program was fired with a full-page ad in *Life* Magazine, telling of the merger of Westgate and Sun Harbor, and introducing the slogan, "For the Best O' Tuna, Always Buy Breast-O'-Chicken."

The advertisement was timed to appear during the conventions of the National Canners Association and the National American Wholesale Grocers Association in Atlantic City, N. J.

At the same time, advertisements appeared in trade publications describing the merger of the two companies. Buyers and key food men throughout the country at these conventions were supplied with 15,000 reproductions of the *Life* and trade magazine ads in a spectacular sendoff for a nationally advertised product.

During 1950, "Breast-O'-Chicken" advertisements will be published in several magazines with a combined circulation of 135-million. Thirty-five separate magazine advertisements will be published in sizes of a full page to one half a page.

Besides *Life*, the "Breast-O'-Chicken" message will be carried in such mass circulation magazines as *Ladies' Home Journal*, *Good Housekeeping*, *McCall's*, and *Woman's Day*.

In addition to the magazine advertising, the "Breast-O'-Chicken" brand will be emblazoned on transit cards in street cars and buses in San Diego, Buffalo, Milwaukee, Baltimore, Pittsburgh, Houston, New Orleans, Rochester, Syracuse, Grand Rapids, and many smaller cities.

These cards will show the "Breast-O'-Chicken" can in natural color, with appetite appeal illustrations in full color.

Newspapers in the larger cities also will carry Westgate-Sun Harbor advertising, and radio stations in those cities will tell housewives of the "Breast-O'-Chicken" brand.

Thousands of pieces of literature are being sent continually to important wholesale buyers, advising them of the product, the merger and advertising plans for 1950.

This elaborate campaign is being directed by the Barnes-Chase Co., San Diego advertising agency which for more than 20 years has conducted regional advertising for the old Westgate Sea Products Co.

About 9:30 at night on January 31st, Bill Burton, owner of the *Tryphena C*, was lying an anchor in Catalina Harbor when he noticed a fire. Bill, and his wife and fishing partner, Lyda, immediately upped anchor and ran out to investigate. They found G. P. Robbins in a skiff, and his boat *Mariposa* was afire. Robbins was not hurt and explained that he had been under way and the boat exploded, and caught fire so he took off in his skiff. Shortly after Robbins was picked up by the Burtons, the Mariposa sank, and is a total loss.

TRIBUTE

(Poem by Mrs. C. J. Hall, wife of a tuna fleet cook.)

"CAPTAIN MATT MONISE"

"Hey, Cap," I heard a fellow say,
As I stepped on the boat the other day;
I saw a man, who was strong with years,
Stern, rugged, and knows no fears,
A fleeting smile just crossed his face,
You could tell he was a man, who knows his place.

A Captain and owner of this said boat
As neat and accurate as any afloat.
It sends a thrill, to see his crew
All men and friends, through and through,
Discipline and work, the Captain held in grip
He makes an honored home, upon his ship.

A fisherman you say, yes, 'tis true,
He loves where sea meets sky of blue.
A place of prayer, when strength he needs
Each helps and earnestly pleads,
For fish to keep their loved ones at home,
For strength, as o'er the sea they roam.
Not vulgar or ugly, these men they say
For they all know, "Just how to pray."

Now the sea rolls, and rocks and swells,
As they throw the fish into the wells,
So large and heavy, and accurate they threw
Seems as if God told them just what to do.

When the ship is loaded with the catch
And they fasten down the hatch,
Once again they homeward turn
Their souls seem within them burn,
The thoughts of wives, mothers, sweethearts true,
It is worth all they have gone through.
And when the whistle blows 'round the bend
Happiness rings clear to the home it sends.

(*Continued on page 19*)

Buying

Dollars Make Sense, and San Diego, Califor

Millions Toward

Pan-American wishes to thank for much of the statistic material included in this article Mr. Jack Lyons, Director of Research, San Diego Chamber of Commerce, The Fish and Wildlife Service, Mr. Irving Reynolds, San Diego *Union* newspaper business columnist; American Tunaboat Association, Cannery Workers and Fishermens Union, AFL; Mr. Joe Jessop, Jessop's Jewelry company; Mr. Mathew C. Monise, San Diego pioneer fisherman, and the many clipper Captains and crew members who, through their patience and kindness, aided in its compilation.

•

By JOHN SPRINGER
Marine Press Staff Writer

IF, more than 45 years ago, a soothsayer had collared Alfred P. Halfhill of San Pedro, California, and predicted that, one day, the industry he fathered was destined to represent a $100,000,000 West Coast blue chip, the burly ex-groceryman probably would have taken issue with him. True, Halfhill, to the end of his days, firmly believed that the elusive "Hog of the Sea" was a table delicacy *nonpareil*. But it is possible that, if he were alive today, he would consider the present-day magnitude of the tuna industry as beyond his original dreams, and what it has meant to the life-blood of a city like, say, San Diego, California, is even more likely to have floored him.

Halfhill, who virtually hawked cooked tuna to stores and markets in 1904, considered himself lucky when he dredged forth a $200 order. In San Diego, 1949, packers poured out around 3,920,000 cases, or approximately $65,000,000 worth of fish. This business, moreover, employed something like 3,000 cannery workers on a steady basis alone; kept busy an estimated 2,700 fishermen and boat owners; maintained 724 to 800 boats, of which something near 115 are appraised at from $250,000 to $350,000 each, and tapering down to classes involving investments of from $1,500 to $6,000; sprouted several $500,000 ship chandleries, and brought prosperity, if not outright wealth, to local grocerymen, oil dealers, clothiers, automobile distributors, jewelers, real estate operators, and utilities companies, to say nothing of civic improvement through a golden rain of tax monies.

Seller

Joe E. Jessop, Secretary of Jessop jewelers, San Diego, California. One of the Border City's oldest firms, Jessop's is a favorite of the tuna fleet.

San Diego, of course, has failed to realize, in the main, the actual importance of its tuna industry, although this oversight may be traceable to the reticence of the tuna fleet itself. A quiet, industrious and self-effacing conglomerate of people, fishermen subscribe their industry pretty generally to the doctrine that it's better to be seen than heard. But the cold fact is, if the city should lose its commercial fishing industry, it would thereby be deprived of its Number One bread-and-butter providence, regardless of the contention in some quarters that the Navy reigns first, the aircraft factories second, and fishing third. Many civic workers agree that, if the government should stop orders for airplanes tomorrow, the Border City would have no mechanical assembly lines, and that peace, if it should be firmly established in our time, could do just that. The Navy, they further contend, can move out at the wave of a Washingtonian, D. C., hand, leaving the city yet worse off. San Diego's fishing industry, on the other hand, is composed of people whose generations have sunk their money here, and, regardless of bidding by other cities for canneries, boats, and workers, are very likely to remain intact unto, and including, future generations. Let's examine precisely, in the matter of dollars and cents, the economic meaning of the tuna fleet to San Diego, starting with the year, 1939.

In that year the total value of the commercial tuna fish catch was $5,311,100. In 1940 it amounted to $7,014,000; in 1941 $5,618,500, in 1942 $6,917,200, in 1943 $7,746,400, in 1944 $9,167,000, in 1945 $11,265,800, in 1946 $16,433,100, and, in 1947, $25,283,400, or a gain, figuratively speaking, of more than $19,000,000 in nine years. Through and before 1939, the number of boats, grouped by length, in commercial fishing fleet, amounted to (Up to 24 feet) 100; (Up to 39 feet, from 25) 327; (40 to 64 feet) 137; (65 to 84 feet) 47; (85 feet or over) 113, making the total number, as of 1947, 724. The years, 1948-'49 have seen the largest increase here.

AS of 1947 also, there were 2,405 commercial fisherman residing in the San Diego region, and, broken down as to nativity, they represented: 1,702 United States citizens, 318 of Portugal, 206 of Italy, 35 of Norway, 30 of Great Britain, 25 of Mexico, 18 of Costa Rica, and others, 71. The number has increased, especially in the case of United States citizenry, about 12 per cent, since that year.

In the case of landings, species, and pounds of commercial fish taken in 1947, we find San Diego region totals show that 168,464,670 pounds were unloaded at the Border City's six canneries and numerous wholesale markets. Broken down, there were 84,587,247 pounds of Yellowfin docked ($13,237,903); Skipjack amounted to 33,924,036 pounds ($4,922,378); Albacore 5,344,896 ($1,189,239); Yellowtail 3,362,351 ($380,618); Spiny lobster 1,108,186 $288,571); Bonito 1,298,418 ($153,083); Sardine 5,675,768 ($126,002); California Halibut 685,654 ($123,075); Barracuda 773,489 ($97,769); Broadbill Swordfish 268,295 ($78,369); White Sea Bass 291,490 ($55,471); Bluefin Tuna 275,175 ($41,799); Pismo Clam 1,279,744 ($24,699); Black Sea Bass 110,359 ($16,852); Pacific Mackerel 334,988 ($12,998); Mullet 127,057 ($11,1113; Grouper 85,301 $9,$25); Rock Bass 69,762 $8,106); all other 586,284 ($36,085), for a total of 140,188,500 pounds, or $20,813,153 worth of fish in the San Diego area proper. Point Loma contributed 28,174,973 pounds, or $4,453,720 worth of Yellowfin, Skipjack, Albacore, Yellowtail, Bonito and Bluefin, and other area

Power!

mmercial Fishing Industry Has Contributed 's Current Prosperity

ports produced 101,197 pounds or the remaining $16,571, for the afore-mentioned $50,019,998 commercial fish pack for 1947.

Since that year, and up to 1950, the pack, based on the $65,000,000 figure, shows then a cannery value increase of nearly $15,000,000, much of which stayed in San Diego and made the rounds among its population and in additional taxes, real estate holdings and correlative businesses. These figures, indeed, tend to correct a popular, but erroneous, conception. Most of San Diego's populace has been prone, in the past, to consider only the tuna fishing side of its commercial fishing industry, neglecting the all-important variety of fish that is caught from year to year. Admittedly the local sardine industry does not compare, from a standpoint of dollars and cents, with Monterey, California's sardine industry which, during the 1949-50 season, enjoyed a dollar turnover of $18,234,094.50. But the San Diego fisherman has for long been catching every marketable species that came in the way of his pole, and that perhaps is the salient reason in the great fishing port's amazing climb. Disregarding, for a moment, the circulation of the money involved, let us consider what the future may hold for the industry.

Canners, with plants at an estimated value of $4,296,886, are expanding, improving their equipment and branching out in various advertising mediums daily. Westgate-Sun Harbor's recent smashing campaign, which included advertising pages in *Life, Woman's Day*, and *Good Housekeeping* magazines, clearly shows the trend. The industry, purely and simply, has come alive, and no better barometer of this is available than the *Quarterly Outlook for Marketing Fishery Products*, published by the U. S. Department of Interior. With estimates for the 1949 overall California tuna pack running as high as 6,500,000 cases, or about one per cent higher than last year's all-time high record, the *Outlook* says, in its March, 1950, issue:

"The supply of canned tuna has been ample, if not burdensome, during 1949, and markets show considerable weaknesses at times. The large domestic pack of tuna, combined with a high rate of imports, and the fact that canned tuna in general is relatively plentiful, indicates the possibility of some drag on the market. Energetic campaigning will be necessary if the current pack is to be disposed of at good prices. Since a heavy demand for canned tuna occurs in the Summer, there will probably be a large carryover held against that time. However, a stepped-up demand during Lent is anticipated, and a considerable volume will probably be moved between now and Easter."

The *Outlook's* observation could be scarcely more logical, although what the journal fails to analyze is the very health involved in the situation. Overstocked warehouses, possibly more than any other element, has been responsible for the industry's awakening to potentialities involved in far-flung markets, as the recent researching, advertising campaigns and publicity discloses. With these blasts hitting the public from every angle country-wise, it is more than likely that not only will stability be achieved, but expansion beyond the most exaggerated estimates will come about. This view is pretty generally shared by authorities close to the picture, and they point to these trends in emphasis, which serve also to illustrate the tremendous buying power of San Diego's fishing people:

(a)

Disposal of income, by proportion, representing United States purchases of canned tuna, is currently five times as large as in the 20's, and from 50 to 75 per cent larger than in the era immediately preceding the last World War.

(b)

The amount of money spent for canned tuna has grown consistently, and authoritative statistics show such expenditures have outdistanced the total disposable income.

(c)

The adjusted price of tuna has slumped, but the actual price of tuna has climbed since 1942. Tuna prices, in other words, has not advanced as fast as the price of all food products. This is easily determined by dividing the price of tuna by the Bureau of Labor Statistics index of food prices.

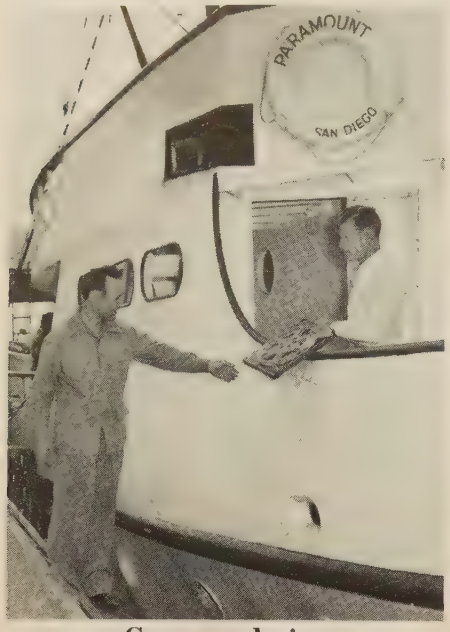
Buyer

Mathew C. Monise, pioneer fisherman and retired clipper captain. Civic leader and investor, Monise is typical of the group which has contributed to San Diego's financial health.

Concerning the 1950 outlook, one economist went on record with the prediction, "The national expenditure for tuna should be around $87,000,000, if total disposable income remains at about $192,000,000,000. Therefore, the marketing of this year's pack, up to 145,000,000 pounds of tuna at an average of sixty cents a pound should not be difficult, if a suitable merchandising campaign is pressed."

THE Fish and Wildlife Service reports that, "Importation of canned tuna and similar products was at a rate of about 50 per cent higher in the first 10 months of 1949 than in the same period of 1948. Some 11,500,000 pounds imported in that period is the equivalent of over 500,000 cases." What does this potential figure mean to the economy of San Diego? It's anybody's guess. But what the industry today represents to the city, economically speaking, is easily told. San Diego's commercial fisherman is buying a lot of merchandise, and a good cross-section aside from his trade equipment, is wrapped up in fuels and ice, service stations and auto supplies, bldg. materials and fixtures, heating and plumbing equipment, stationery, printing and paper, motor vehicles, groceries, flowers, nursery stock, hardware and tools, caskets, tombstones, home furnishing and appliances, varieties, (limited price), sporting goods, amusements, confectionery, soft drinks, liquor, packaged, drugs, books, periodicals, office, school sup-

(*Continued on page 27*)



Congratulation

Charlie Knight, manager "Tuna Fleet Movie Service," shows Pilot Donn Mastin a piece of equipment. Mastin operates movie aboard the *Paramount*.

Added To Its Comfort and Contentment San Diego's Tuna Fleet Has Gone In For

Movies Aboard

CHRONIC movie fans among the San Diego, California, fishing fleet may have had something to holler about in the past, when long trips to sea, tie-ups for clearance in foreign ports, and overall bad luck in quick catches prevented them, for as long as five months at a stretch, from ogling the he-manning of Clark Gable, or the hotshot osculation of Joan Crawford.

Such today is far from the case, and the man responsible for ending the dilemma is a happy-go-lucky, yet hardheaded young Border City businessman of the name, Charles Gregory Knight. "Charlie," as he is known to the waterfront, got the idea some months ago for installing equipment to provide motion pictures aboard the bigger clippers and, at this writing, the fleet is taking to it like a tuna to chum. Many clipper Captains, indeed, see the move as one of the best morale builders to be introduced in some time. Some, in fact, have expressed wonder as to why the idea hasn't cropped up long ere this.

Added to the *Paramount* and *Navigator*, there are now seven greyhounds of the sea either using, or having signed up for, "Tuna Fleet Movie Service," as Knight's project is called. They are the *Hornet*, Captain A. R. Virissimo, *Scarlet Queen*, Captain Charles L. Kaufmann; *Renown*, Captain Bob Alcott; *May Queen*, Captain Carl Medina; *American Lady*, Captain Ralph Madruga; *Excalibur*, Captain Avalino Gonsalves, and *Sun Dial*, Captain Jack Kennedy.

The idea for Knight's innovation germinated in the home of San Diego's well-known fisherman, Joe Rogers, in the Point Loma district. This was in 1947, when Knight was showing the High Seas Packing Company's *Star-Kist* movie on tuna fishing. Joaquin Qualin, now Captain of the clipper, *Navigator*, and several others indicated an interest in the possibilities of showing movies aboard their clippers, and expressed a desire to see them in sound effect form. Most of those present had served Uncle Sam in the navy during the war, and had enjoyed the ship movies thereof.

With this encouragement, of course, Knight went to work in ironing out the multitude of problems connected with a project of the nature; one which had no precedent, and which required some pretty high-grade pioneering. Some of them, at the time, in fact, seemed virtually insurmountable. For example, the cost of films was prohibitive, when the idea originally went into effect; this coupled with distribution facilities, the exact type of equipment, and the capital investment all combined to provide him with some serious moments. The lowest initial bid from movie distribution companies was $300, at that time.

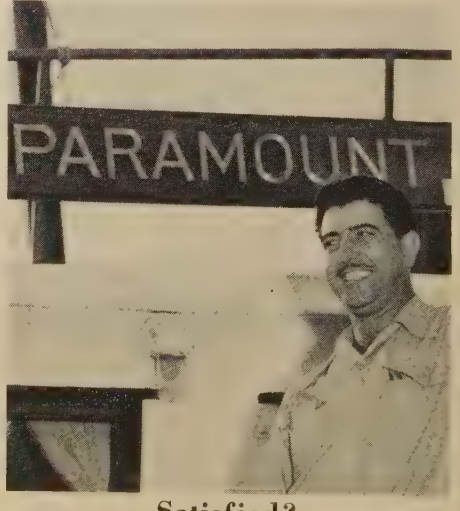
Knight's slugging, however, resulted in some encouragement in 1949. Convinced that a potentiality for sales lay in San Diego's sprawling tuna fleet, several movie outfits awoke and began looking into the possibilities. The result is, feature pictures now can be made available through the organization at $7.50 each, with rates expected to fall to $5, when and if enough clippers subscribe to make up the volume needed. Knight's venture, of course, has been given impetus by more than one interested and farsighted commercial fisherman, or his allied worker.

THE astute Joe Madruga, captain of the big clipper, *Paramount*, was the first skipper to go for the idea. Madruga's boat came back to port last month, and the crew's appreciation of the movies was not voiced in a whisper. Madruga himself was a bit more than satisfied, as the films aboard had kept his crew in a somewhat more than contented spirit throughout the trip. Madruga's equipment involved the works; film, sound projector, and all. Don Mastin, pilot of Madruga's plane aboard ship, was operator of the "projection room," and his reaction was that it had no peer as a morale builder.

Charles L. Kaufmann, a commercial fisherman who is well-known for his reception of any idea designed to improve the efficiency of his ship, crew, or himself for that matter, was second customer to Knight's expanding celluloid enterprise. Although neither were in position to patronize Knight commercially, unless he were able to provide them with a movie outfit that could be operated on a speed boat, Hap Holliday and Phil Bertram also put in their oars. Producer and interlocutor, respectively, of the popular *Voice of the Fisherman* radio program, both gave the project a hefty air-wave boost whenever possible.

Lester Balinger, Secretary-Treasurer of AFL's big Fishermens and Cannery

(*Continued on page 19*)



Satisfied?

By the look of Captain Joe Madruga of the *Paramount*, we'd say yes.

Don Loker

ON THE 'HOOVER COMMISSION'

(Here is the speech made by Don Loker, Director of Public Relations and Labor Relations, French Sardine Company, Terminal Island, California, at the Fishery Products Conference at the 43rd Annual Convention of the National Canners Association, Atlantic City, New Jersey, January 28. Mr. Loker, who also is Chairman of the Fishery Products Committee, N.C.A., was one of four speakers at the conclave.)

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ONE of the most important and constructive pieces of legislation ever approved is Public Law 162, 80th Congress. This law led to the creation of a body entitled "Commission on the Organization of the Executive Branch of the Government," or as it is more familiarly known—"The Hoover Commission." For once, partisan politics seemingly had no part in a proposal to promote economy and efficiency in government, since a farseeing Democratic President appointed a Republican ex-President to head the Commission, which itself was made up of 12 members, consisting of six Democrats and six Republicans. The commercial fishing industry took a keen and sincere interest in this legislation and in the Commission set up to carry out its purpose. Our industry just as any other, or indeed, as any good citizen, is interested in efficient and economic government, and like all industries—and in both management and labor—it contributes many millions of dollars each year in taxes to pay the cost of running our government.

But the commercial fishing industry had an exceptional interest in the activities of the Hoover Commission, as it was required to make recommendations as to the proper placement of fisheries in the federal government.

For more than 75 years, there has been in existence in one form or another some agency of the federal government directly concerned with fishery matters. The genesis of such an agency was the Act of February 9, 1871. By statutory authority more and more fishery functions have been delegated over the years so that the present agency now exercises a very considerable degree of influence over the fisheries of the nation, whether they be sport or commercial. Today that organization is known as the Fish and Wildlife Service and is incorporated among the units in the Department of the Interior.

Nevertheless, as is true to some extent with most government agencies, the service has been built up in a most haphazard manner. It is quite possible that less basic planning has gone into the evolution of the Service as now constituted, than in the development of any other government group. Let us go back a little into recent history and see what this Fish and Wildlife Service is and how it was put together. The Bureau of Fisheries and the Bureau of Biological Survey were transferred to the Department of Interior July 1, 1939. In the message transmitting this Reorganization Plan to Congress, the President stated:

"The plan provides for the transfer to the Department of the Interior of the Bureau of Fisheries from the Department of Commerce and the Bureau of Biological Survey from the Department of Agriculture. These two Bureaus have to do with conservation and utilization of the wildlife resources of the country, terrestrial and aquatic. Therefore, they should be grouped under the same departmental administration, and in that department which, more than any other, is directly responsible for the administration and conservation of the public domain . . . "

It should be noted that the President's only reason for transferring these two agencies to the Department of Interior was that each was connected with the conservation and utilization of the wildlife resources of the country but the President failed to mention or apparently to take under study that in the Bureau of Fisheries there were many functions involved relating to the importance of fish as a commercial food product.

Congress gave little consideration to the desirability of this transfer and there were no hearings, no printed committee reports, and very little discussion on the floor of Congress. In fact, as Congressman Dirksen pointed out in the House, the Reorganization Plan was approved by the Senate in approximately six minutes! And for your information, this transfer of the Bureau of Fisheries and the Bureau of Biological Survey was not even mentioned on the floor of the Senate. In 1940 the President went one step further and consolidated the Bureau of Fisheries and the Bureau of Biological Survey into one agency—the Fish and Wildlife Service in the Department of Interior. In his message transmitting to Congress the Reorganization Plan which accomplished this change, the President stated:

Loker

"Law 162, 80th Congress . . . important."

"Reorganization Plan II transferred the Bureau of Fisheries of the Department of Commerce and the Bureau of Biological Survey of the Department of Agriculture to the Department of the Interior and thus concentrated in one department the two bureaus responsible for the conservation and utilization of the wildlife resources of the nation. On the basis of experience gained since this transfer, I find it necessary and desirable to consolidate these units into a single bureau to be known as the Fish and Wildlife Service.

"The Bureau of Biological Survey administers Federal laws relating to birds, land mammals, and amphibians whereas the Bureau of Fisheries deals with fishes, marine mammals, and other aquatic animals. The natural areas of operation of these two bureaus frequently coincide, and their activities are interrelated and similar in character. Consolidation will eliminate duplication of work, facilitate coordination of progress, and improve service to the pub-

(*Continued on page 15*)

SILHOUETTE

Parris Detamore

The 'Typhoon' Principle

IF being insulted, cussed and discussed means anything to the success of an inventor, then Parris Detamore, a quiet, methodical, pleasant man who, at 62, is the originator of the *Typhoon* propeller, should wind up with the wealth to go with whatever wisdom he may have accumulated since the day his father taught him the intricacies of a thrashing machine on a farm, several miles removed from the town of Giltner, Nebraska.

Indeed, from a standpoint of controversy, Detamore, for all of his hiding of lights under bushels, has become one of the most talked-about figures on the San Diego, California, waterfront, and the reason involves the flight of birds, action of fish tails, and the slack in tow ropes, among other things. Despite these pros and cons, however, he has plodded doggedly forward, taking the jibes and hosannahs with equal tolerance, and, at this date, there is more than one former skeptic willing to admit that his saucy little propeller may represent something vitally new and different. Time, and thorough demonstrations, of course, will tell.

Detamore's *Typhoon* itself came about in an odd way; perhaps as the result of an accident. Certainly it was no preconceived brain storm that caused him, while considering a fishing trip on Mission Bay, four years ago, to rig up a makeshift propeller for his boat, power it, and cart it to the lake. His surprise at its efficiency, of course, raised the same curiosity that has exploded so many gadgets on the markets. Built originally for trolling, Detamore discovered that the hand-made propeller moved his boat forward not only with more speed, but with less power, and, after cruising about for an hour or two, he headed in, detached the propeller, and took it to a workshop. Further investigation was interrupted, unfortunately, by the necessity to return to Alliance, Nebraska, and pay his business a visit. This enterprise involved the sale, repair and maintenance of machinery, and disposal of it some months ago climaxed a career of more than thirty years devoted to mechanics of one nature or another. Indeed, his training began with various and sundry phases of farm implement upkeep.

Detamore was born in a sod house on a tract of land near Giltner, September 9, 1888, the son of Cassie Service Detamore and her German-descended husband, Isaac Detamore Senior, a dour, silent man, and his wife, who was of Parisian French extraction, had been married in Urbana, Illinois, and several years after the birth of Detamore *fils* they left Giltner and returned to Urbana, where Detamore *fils* spent his first year of school. Next year, the family pulled stakes for Des Moines, Iowa, a move which, due to business and labor disappointments, caused the head of the family to decide that Giltner was not so bad after all, and back they went, once more. There Detamore Junior spent the next seventeen years in going to school, and, aided by another brother and two sisters, working on the communal farm. It was here also, that he developed the curiosity that is his paramount characteristic today, an element that caused most of the farm machinery to come apart under his wrenches before he was fourteen.

When Detamore was twenty-eight, he married Clara Ethel Carson, a Grand Island, Nebraska, school teacher, who had been working at her profession for several years prior to their first meeting. After their marriage, the couple set up shop on the Detamore farm, which, by this time, had been transferred to a spot about two miles from Trumbull, Nebraska, and two years later, their daughter and only child, Claribel, was born. Several seasons following the death of his father, Detamore moved his family to a plot of raw land outside Alliance, and started a farm. By that time, however, the life of a city dweller began to represent its points to him, and he disposed of the farm, trekked into Alliance, and went into the machinery business. He still owns a home in Alliance, but advent of the *Typhoon* caused him to sell his business some months ago, in order to devote more time to its development.

INVENTION of the unit came about while he was in San Diego on one of his vacations, a form of *hiatus* to which both he and his wife have devoted themselves since their daughter reacted to what might be called a whim. A graduate of Nebraska's Chadron State College, she decided, about seven years ago, to join several other girls in a trip to Southern California. Her experiences in business had included that of cashier in Alliance's City Hall, and she decided to seek a similar position in an aircraft factory, as the war was going full blast by the time she arrived in Los Angeles.

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In Action

Recent "wind" test of the Detamore *Typhoon* propeller. Aboard, (left to right) Kearney, Detamore and Gus Fermstrom, owner of boat.

The Theory of Rust

MARK TWAIN is reported to have said, "Everybody talks about the weather but nobody does anything about it." Rust is almost in the same category since everyone is conscious of its ever present menace; yet very little is done to counteract its destructive effects. Diagnosis must precede a remedied prescription and, therefore, to prevent rust and eradicate rust there must be some knowledge of what causes rust.

With this in mind and without engaging in a lengthy and involved dissertation on rust and its causes we shall try to present a brief and clear exposition of the rust problem, of the requisites of a properly formulated barrier against rust, and how A. C. B. meets those requirements.

While authorities estimate that rust destroys a billion dollars worth of property every year, we know your concern is with your own problems of rust prevention. We hope in A. C. B. you will see the solution of your own particular rust problem and that we may serve you with the assurance that A. C. B. will serve you better than any other type of coating you may have used.

Although scientists have been at variance for forty or more years as to the causes of rust, the world at large is in agreement that rust is an ever present menace wherever iron and steel are exposed to air and water. One school of thought accounts for rust as the result of the action of carbonic acid on iron, the iron being converted to a carbonate, thereby releasing hydrogen, which combining with air forms water. The ferrous carbonate then becomes ferric hydroxide or rust, and the carbonic acid is again released to start a fresh cycle to produce more rust.

Another theory prefers to explain the chemical process involved as iron, oxygen and water reacting and combining as ferrous oxide and hydrogen peroxide which in turn unite to form rust.

The colloidal theory is another idea, as is the electrolytic theory. The latter is based on the fact that iron as well as every other metal has a tendency to go into water solution in such form as to assume a positive electrical charge and leaving the iron charged to maintain an electrostatis balance. The theory continues with the fact that an equivalent amount of positive electricity leaves the solution in the form of hydrogen gas and the portion of the metal on which the hydrogen gas generates is charged positively leaving a negatively charged solution.

A combination of all the theories has resulted in the currently accepted electro-chemical theory embodying portions of each theory and in general stating that while iron has a tendency to go into solution when in contact with water it can only go into solution by displacing the hydrogen in the water. The displaced hydrogen forms a thin visible film on the iron surface and tends to stop further rusting by acting as a barrier between the iron and the water. The film, however, either combines with oxygen to form water or escapes as hydrogen gas. As soon as the hydrogen film disappears the rusting process starts all over again. The rate of the process is determined by the speed with which the oxygen removes the hydrogen. Acid waters cause faster hydrogen formation and faster hydrogen elimination and consequently the greater the acidity of the water in contact with the iron, the more rapid the rust forming cycle.

THE first rust forming cycle, which is iron replacing hydrogen in water, hydrogen depositing on the iron surface, the hydrogen escaping and more iron going into solution, takes place in all water whether neutral or acid. The continuation of the cycle depends on the rapidity with which the hydrogen film is removed. If the hydrogen film were to remain on the iron surface rusting would stop or if another impervious and stable film could be substituted for the film of hydrogen, then too all possibility of the continuation of the rust cycle would be eliminated.

In general, regardless which theory is considered, it is agreed that rust is formed in the presence of oxygen and water. With either absent, iron will not rust.

From the foregoing exposition of the causes of rust one can readily see that an effective rust proof coating must do a double duty. It must first, erect an imperishable barrier to moisture from without and also among its ingredients provide an effective rust inhibiting substance to stop rust and eliminate the rust forming processes which in greater or lesser degree are ever present on exposed iron and steel surfaces.

There are many coatings that can perform the above dual function for a matter of days, weeks or months. But rust prevention isn't a temporary measure and a rust proof coating must withstand forces other than the rust producing elements. The ideal rust proof coating must first, of course, stop and prevent rust, second, it must last, third, it must resist for as long as possible a time the common enemies of paint which are, in addition to moisture, wear, abrasion, weather, corrosive and destructive fumes and gases, acids and alkalis, heat and oxidation.

It is obvious that more than one paint coat would be required to withstand all of the conditions enumerated. There must be a priming or first coat which will form the primary barrier against rust. This first coat must adhere well and in addition, provide a suitable surface for the next coat of paint. The second or finish coat must possess the same characteristics as the first coat but its function is to guard the priming coat so that there may be no break in its moisture proof, rust inhibiting film. It is this second coat, or in three-coat jobs, the final coat which must bear the force of the attack from without while the primer or first coat repels the attack from within.

A coating or rather a combination of coatings to meet these rigid requirements was unavailable until recent years. Unavailable from the standpoint of lasting quality. Today, because modern science has found a means of liquefying Bakelite and because chemical ingenuity has provided a suitable rust inhibiting and rust dispersing substance, we have been able to produce both a priming coat and a finish coat which fully meet the requirements of the ideal rust proof coating.

These coatings for metal, for both interior and exterior application on iron and steel surfaces, are available now. They are Tropical A. C. B. Primer and Tropical A. C. B. Finish Coats.

During the relatively short time that A. C. B. has been available as the ideal rust preventive coating there have been

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San Diego Observer

By SEYMOUR FRANCIS

RED CROSS time is here again, and, as usual, the San Diego County chapter is calling on everyone to aid in it's drive for funds. In my book the "Cross" is deserving of every helping hand it can get. Here's a little dope on the outlook for this year, as well as a bit on what transpired within its ranks last year. San Diego Chapter was on call *24 hours* every day throughout the year in case of disaster or other emergency. In the two years of the Community Blood Bank's operation, Red Cross has recruited 21,547 blood donors. Blood has been provided free to 14 hospitals in San Diego County, and 50% of it was used to save the lives of mothers and babies. Your Chapter continued to provide free courses of instruction in Mother and Baby Care, Family Health, First Aid and Accident Prevention. Last summer 15,000 children learned to swim in Red Cross classes. Last year 7,000 volunteers gave 350,000 hours of service to the community. Because of the work of these men and women, every dollar given to Red Cross goes farther than it would otherwise. Motor Service transported children to clinics, servicemen, veterans and their families to hospitals, and drove thousands of miles without accident on "errands of mercy." Gray Ladies visited patients at the Coronado civilian hospital, the Children's Convalescent Hospital, San Diego Naval and Santa Margarita Hospitals. Arts and skills volunteers taught crafts and creative arts to convalescents. Production workers provided layettes, clothing and bedding to families in need. Children enrolled in Junior Red Cross made 15,000 gift items for patients and overseas boxes.

The Home Service department answered 21,763 appeals for help last year. These involved thousands of telephone inquiries, telegrams and personal services. Case workers drove 38,000 miles throughout San Diego County to bring assistance to those in need. Rounding out the organization of workers to cover San Diego city and county for the 1950 Red Cross campaign, general chairman J. L. Haugh has issued an appeal for all civic-minded men and women to volunteer now to aid in canvassing every home and business in the area.

"We realize that our people work hard on various fund-raising activities throughout the year, for which they deserve great credit," Mr. Haugh stated. "But the American Red Cross has a very old claim upon the generosity of us all. It was chartered by the Congress of the United States fifty years ago and that charter places certain definite responsibilities upon us. Then too, Red Cross has world-wide scope; it serves us right here in San Diego County, throughout the nation and internationally. We cannot turn our backs upon its needs."

WORKING on a "share the job" theory, the city has been broken up into 31 sections for this year's campaign. The residential areas are under the chairmanship of Mrs. Ronald Abernethy, assisted by Mrs. Albert Ward and Col. Walter Yaecker, USMC (ret.) Martin E. Frazier heads the business-to-business solicitation in the downtown area, and Charles Davies leads the drive among the large industrial firms. Raymond Krah is chairman of the Public Employees division, assisted by DeGraff Austin, Arthur Eddy and C. E. Berry; while Thomas F. Goff and Robert M. Wiseman will conduct the solicitation among the armed forces. Any person willing to volunteer their services to Red Cross in one of these divisions is asked to call campaign headquarters in the Land Title Building (F-9-9261). Vince Ridge and General Charles F. B. Price, USMC (ret.) are working with branch campaign chairmen organizing workers in the county areas. Those desiring to help in the county campaign should call: Mrs. Don Chase, Chula Vista 442; Mrs. Frank T. Sloat, Coronado, H-3-3074; Mrs. E. H. Calvert, El Cajon, H-4-3849; Mr. Herman D. Gibson, Escondido, Escondido 148; Mrs. E. C. Reader, Fallbrook, Fallbrook 305.

EBB'N FLOW

(*Continued from page 6*)

C., the subcommittee planned no further hearings on the question of proposed tuna import quotas. Thompson asked leaders of the Southern California fishing industry to notify him if they believed further hearings were needed. He said he would call additional hearings if asked to. Thompson commented that, since the subcommittee hearings held early last year, he had decided legislation setting import quotas was not the answer to industry problems. The quotas could be set, he said, by executive order of President Truman.

RESEARCH

Anticipation:

Sardines, which have done something of a disappearance act in California waters, may reappear in abundance this year, according to Dr. Carl L. Hubbs, marine biologist of the California Scripps Institute of Oceanography at La Jolla.

Evidence of heavy spawning off San Benitos Islands, about 30 miles south of here, was discovered by Scripps scientists who returned recently from a three-week research cruise in Mexican waters.

"It was not previously known that California sardines had breeding grounds that far south," Hubbs said.

He reported that J. L. McHugh, fish biologist aboard the Scripps research vessel, *Paolina T.*, brought in the largest tow net of sardine eggs ever recorded. The single haul was estimated at 100,000 eggs.

"This indicates a fairly good crop of sardines this year in Southern California waters, Hubbs declared.

Short Takes:

San Diego packers produced 3,920,000 cases of canned tuna last year, only 1 percent short of 1948's all-time record production of 3,962,000 cases, the State Fish and Game Division reported last month.

The statewide pack climbed to a new high of 6,566,000 cases, compared with 6,336,000 cases the preceding year. San Diego's share of the total was about 59 percent, with canneries in the Los Angeles area producing 40 per cent of the pack, and those near San Francisco the small remainder. No accurate estimate of the value of the San Diego pack was available, but owing to small price declines the last year, it presumably was slightly less than 65 million dollars, the valuation usually used by industry spokesmen for the 1948 pack.

Tabulation:

A Fish and Game breakdown show-

(*Continued on page 16*)

 (Continued from page 11)

lic." Here again, the sole reason for the consolidation seems to be that both agencies had some relation to conservation. Again the President failed to mention those additional activities in the Bureau of Fisheries which relate to the use of fish as a food.

Congress again appeared disinclined to consider the merits of this reorganization plan and the consolidation of these two bureaus. There were no committee hearings, no printed committee reports, and no discussions on the floor of Congress. This reorganization plan also went into effect and opponents of such a consolidation were given no opportunity to be heard. Perhaps you can understand now why the commercial fishing industry was so intensely interested in the creation of the Hoover Commission and in the task force which was set up to study natural resources. I see no reason why I should take the time at this point to go into the report of this task committee, since that report, together with supplementary material may be readily obtained by anyone. For the benefit of those who may not have read it, however, it is known as "Task Force Report on Natural Resources (Appendix L), Prepared for the Commission on Organization of the Executive Branch of the Government."

This task force report is briefly summarized as follows:

"1. That the Federal functions dealing with fishery resources be consolidated in a Fisheries Service.

"2. That the other responsibilities of the Fish and Wildlife Service be placed under a Wildlife Service.

"3. That both the Fisheries Service and the Wildlife Service be placed in a Department of Natural Resources.

"4. That the basic data and research activities of the Fisheries Service and the Wildlife Service be made adequate to assure the development of sound policies and effective administration.

"5. That the Federal Government give adequate attention to the need for sound development of fishery and wildlife resources and the needs of an expanding fisheries industry.

"6. That adequate provision be made for the coordination of the work of the two services with each other and with other agencies of the Department of Natural Resources and other departments."

The Hoover Commission then submitted to the Congress reports containing its recommendations as to proposals to reorganize the Departments of Commerce and Interior. These reports, approved in toto by eight Commissioners, contained the recommendation that all commercial fishery activities of the Department of the Interior be transferred to a Bureau of Commercial Fisheries in the Department of Commerce. Four of the 12 dissented from this recommendation but three of the same four supported in part the recommendations of the Natural Resources task force. The fourth dissenter simply favored retention of the Fish and Wildlife Service in the Department of the Interior.

It is significant that all concerned with this study—all completely disinterested persons, mind you—agreed that reorganization would promote efficiency in government handling of fishery matters. All here today do not necessarily agree with that premise but I am sure all of us are interested in the increased efficiency and effectiveness of a fisheries department. We may have different ideas as to what is needed. Some, for example, may feel that all that is necessary to improve efficiency is increased appropriations; some may feel decreases in some appropriations would accomplish the same result, while others present may—and I might add, certainly do—feel that other steps are necessary to achieve the most efficient management of fishery matters.

What then does the commercial fishing industry think of the foregoing recommendations? The commercial fishing industry agrees with all of the recommendations in part but not in whole. It definitely favors the separation of fisheries from wildlife, whether fisheries be transferred to Commerce or whether a new Department of Natural Resources be created.

President Roosevelt's statement of the advantages to be gained by the consolidation are very compelling and if experience since 1940 had shown that advantages had resulted in respect to fisheries, our case would be very weak indeed! In actual practice, however, these advantages simply do not appear. The natural areas of operation seldom coincide. Consolidation cannot reduce duplication of work because there is very little duplication. It does not facilitate coordination of programs which by nature are separate. A wildlife biologist cannot be substituted for a fishery biologist and this has not been attempted. The administrative details of fishery programs are so different than those of wildlife programs that they cannot be handled except by men who have dif-

(Continued on page 20)

A Bank for the Fishing Industry

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EBB'N FLOW

(*Continued from page 14*)

ed albacore and skipjack production increased during the year, but yellowfin, the major species, slumped 300,000 cases.

With minor exceptions tuna is packed in cases of 48 cans each, so the six packers in operation here during most of the year rolled out approximately 188 million cans of the "chicken of the sea," a delicacy that has made San Diego the *world's richest fishing port.*

An agreement reached with owners of the tuna clipper *Scarlet Queen* only half an hour before it departed for the Galapagos fishing banks was reported by George R. Baker, business representative of the Tuna Clipper Engineers Lodge 389-E, I.A.M.

The agreement ended a labor difficulty over the hiring of "qualified" engineers which Baker said had been hanging fire since Dec. 7.

World's largest tuna clipper, the *Scarlet Queen* brought to San Diego a huge load on its last trip. It was one of the few boats of the San Diego fleet with which Lodge 389-E did not have a contract. It has a crew of 17 and fishes for the High Seas Tuna Packing Co.

The agreement was signed by Baker, Lester Balinger, secretary-treasurer of A.F.L. Cannery Workers and Fishermen's Union, and Charles L. Kaufmann, skipper of the *Queen.*

POLLUTION

Legislation:

An allocation of $20,000 for marine pollution research has been made to the Washington department of fisheries by the state and federal governments, it was announced by Director Alvin Anderson. He said that the Bowman's bay biological station near Deception pass will be turned over immediately to a study of the effects of sulphate waste liquors on four species of salmon and the organisms that compose their salt water diet. Biologist Walter Williams will be in charge. Main purpose will be to determine the toxic effect of the liquor. Previous studies in Grays Harbor and Everett harbor already have established the fact that sulphite wastes consume large quantities of oxygen in the water, and that fish life is killed when the oxygen content falls below five parts to a million.

It is in the marginal water, where the oxygen supply is more than this absolute minimum, that the interest of the study lies. Results are expected to have particular bearing on the manner in which chinook salmon and plankton react to various sulphite dilutions. Before heading seaward, the chinooks feed for several months in estuarial areas similar to those often polluted by pulp mill

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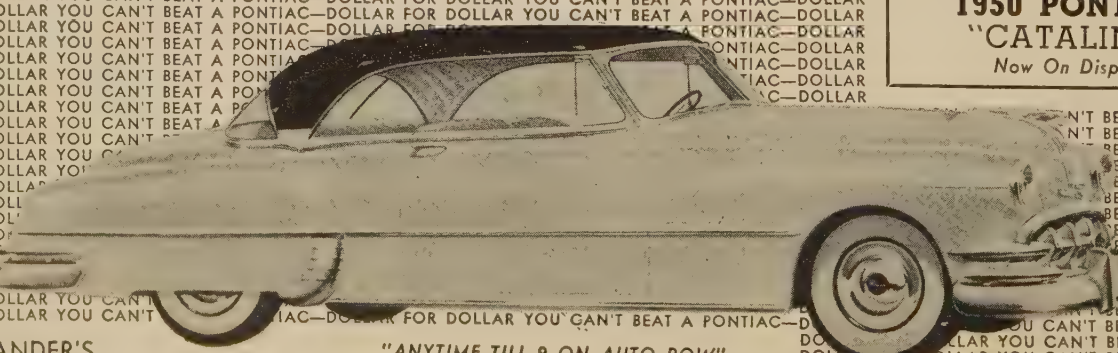

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drainage. Herring and candlefish are other types of fish food which will be tested.

TEST FISH

Chinook:

Six large ponds and ten smaller raceways will be used to duplicate conditions of temperature, salinity and food that exist normally in brackish harbors at the mouths of salmon producing rivers. Chinook salmon will be the first species tested. It is expected that maximum tolerance experiments, in which heavy concentrations of sulphite liquor are used, will be completed early in the course of the long-range study.

"Pollution is a known menace to fish life," Anderson stated. "Pulp mills, in this respect, have had a role in destroying migratory species of fish. The condition must be corrected. It is the opinion of the department, however, that more precise data is necessary before a corrective course of action is adopted. This data has to be established for the use of the pulp company engineers, who in the final analysis will be the men to solve the disposal problem. The pulp industry has a difficult problem to solve but it is one that has to be overcome if our salmon resource is to be protected."

THE GOVERNMENT

Budgets:

The budget estimates for the fiscal year 1951, running from July 1, 1950, to June 30, 1951, as approved by the Budget Bureau and recommended by the President, allow $1,412,217 for "Exploration, deevlopment and utilization of fishery resources." The new budget title, "Exploration, development and utilization of fishery resources," now embraces all activities shown in previous years under appropriations for "Commercial fisheries," "Fishery market news service," as well as for the exploratory fishing and technological phases of the Pacific Oceanic Fishery investigations. The appropriation for "Exploration, development and utilization of fishery resources" is administered by the Branch of Commercial Fisheries, Fish and Wildlife Service, in the conduct of the only Federal research and services for the fishery industries in the fields of exploratory fishing, technology, statistics, economics, and market news.

Statistics:

In the field of fishery statistics, the increase requested will permit resumption of fishery statistical surveys in the South Atlantic States, Great Lakes and Mississippi River areas, thereby furnishing good field coverage of the nation's commercial fisheries. The increase, however, will not permit the re-

(Continued on page 25)

Milady

By DOROTHY HARVEY

APPROXIMATELY 160 varieties of fish are found in U. S. markets. In spite of differences in flavor, texture, and appearance of the various species, experiments by Fish and Wildlife Service cookery experts show that basic recipes for frying, broiling, baking, planking, boiling and steaming are adaptable to almost any fish, with excellent results if allowances are made for differing fat content.

Where to buy: Select a reliable market or store with facilities for handling fish adequately. Fresh fish should be well iced in the displays and frozen fish should be solidly frozen.

What to buy: For economy, look for items in abundant supply or for local or lesser-known varieties of fresh fish; compare fresh and frozen fish prices. Fillets, steaks, or canned fish are economical because they have little waste and generally involve little cleaning or other preparation to make them ready for the pan.

Modern methods of refrigeration make possible the preparation of frozen products with flavor equal to that of fresh fish. Foods frozen while in prime condition, and kept properly refrigerated, retain their fine, full flavor after defrosting.

How to handle in the home: Fish is a perishable item. Wrap in moisture-proof paper and place it in the refrigerator until time for preparation.

Do not allow fish, either fresh or frozen, to stand in water. If fish must be washed, do so quickly by dipping in cold water. Dry or drain immediately.

Frozen fish should be placed in the freezing unit of the refrigerator. To thaw, place it in the warmer section of the refrigerator or expose to room temperature. Frozen foods may be cooked without preliminary thawing if additional cooking time is allowed.

•

Jack's Fish and Poultry Market, remodeled, 3407 Crenshaw Boulevard, Los Angeles, California, with a sea-food bar near the entrance, has been formally opened according to Jack Berger, pioneer fish and poultry dealer in the Crenshaw district.

A model of efficiency and cleanliness, the new store boasts the latest and finest display cases, sinks, refrigerators and mechanical equipment. A special feature, instituted at the request of many customers, is a sea-food bar near the store's entrance. Here, Blue Point Oysters, Little Neck and Cherrystone Clams and other sea-food cocktail specialties will be served from glistening mounds of shaved ice.

Jack Berger, proprietor of the unusual enterprise, emphasized that only slowly melting ice is used as a refrigerant. "It's the melting ice that keeps fish fresh," he said. Because Jack does not stock frozen or cold-storage fish or poultry, he is in constant communication with the fish centers of the nation via a teletype machine in his office. Fishermen frequently teletype him when they have particularly fine or unusual fish available. Much of Jack's fish arrives via air express to insure freshness. Live Maine lobsters are one of his specialties.

Located in a building 95 feet long and 24 feet wide, Jack's fish display cases are 50 feet long on one side. A poultry display 35 feet in length is along the opposite wall. A 45-foot stainless steel counter directly behind the fish display features five sinks so that the fish may be quickly cleaned and cut at the customer's direction. One of the features of Jack's market will be frequent field trips made by grade school students to the store to learn at first hand about fish from Great Lakes, Gulf and Atlantic waters. The market has a staff of eight, including Mrs. Berger and the Bergers' son-in-law, Don Sway. As a member of the National Fisheries Institute, Jack's market invited leading executives to attend the opening.

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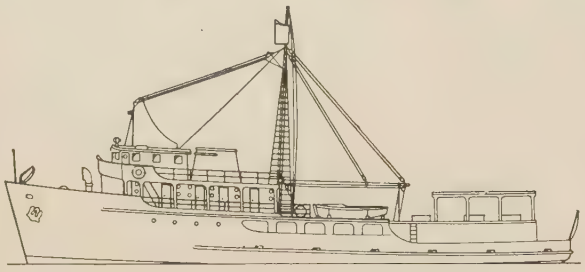

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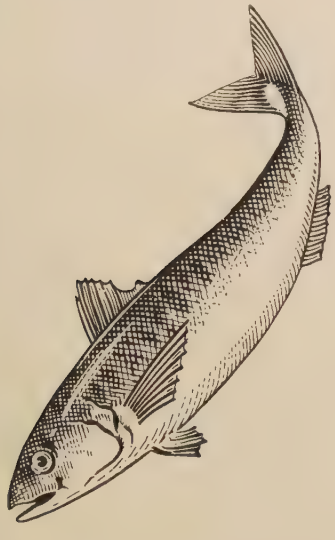
Movies

(*Continued from page 10*)

Workers Union, San Diego, put his okay on the deal, as did James B. Lane, Vice-President of Westgate-Sun Harbor tuna packing company, and Harold Cary, Manager, American Tunaboat Association, and Earl Neilson, General Manager, High Seas Tuna Packing Co.

Knight himself is one of the busiest men on the waterfront. Born June 16, 1915, in Quincy, Illinois, his five-foot-eight-inch, one-hundred-sixty-pound figure has become a fixture. He appears to be in a perpetual gallop, talks slowly and precisely, and has been in San Diego since 1935, with exception of some time spent in the Army's infantry. He is a member of a family numbering seven in all, including his mother and



father. All are living, with three sisters married, and all live in San Diego.

An expectant father, Knight managed to evade double-harness until he was 32, when he met Miss Doris Chandler of Jaspar, Alabama. At that time he was stationed at Fort McClellan, in the same state. An ardent sports fisherman, his secondary hobbies are golf and bowling. Photography, naturally, can be considered either his vocation or avocation. He spends a lot of time in his skiff, which was built by Boyce Boats hereabouts. In answer to some objections that crewmen aboard clippers are handicapped by movies rather than aided, by virtue of needed sleep, et cetera, he says:

"It hasn't crippled an American industry yet." To that there are many fishermen who answer, nay.

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PRESS-O-GRAMS

(*Continued from page 7*)

IN ATTENDANCE

The West Coast certainly was represented at the National Canners Association convention. Here is the roster of the Fishery Products Committee:

D. P. Loker, chairman. French Sardine Company, Terminal Island, California; W. Wade Ambrose, Westgate-Sun Harbor Company, San Diego 1, California; E. M. Brennan. P. E. Harris & Co., Seattle, Washington; Phelps Hollywood, The Atlantic Coast Fisheries Co., San Francisco, California; H. B. Friele, Nakat Packing Corporation, Seattle, Washington; T. B. Holcombe, Indian Ridge Canning Company, Inc., Houma, Louisiana; Arthur H. Mendonca, F. E. Booth Company, Inc., San Francisco, California; T. F. Sandoz, Columbia River Packers Association. Inc., Astoria, Oregon; D. T. Saxby, California Packing Corporation, San Francisco, California; Howard Scott, Pacific American Fisheries, Inc., Bellingham, Washington; Milroy Warren, R. J. Peacock Canning Co., Lubec, Maine; H. C. Davis, Terminal Island Sea Foods Ldt., Terminal Island, California; S. A. Ferrante, Oxnard Canners, Inc., Monterey, California; Leo T. Kreielsheimer, Kadiak Fisheries Co., Seattle, Washington — succeeded by A. W. Wittig, Port Ashton Packing Co., Seattle, Washington; Julian McPhillips, Southern Shell Fish Company, Inc., Harvey, Louisiana; M. B. Pike, Holmes Packing Corp, Eastport, Maine—succeeded by Lester Wass, Machiasport Canning Co., Eastport, Maine; C. L. Rogers, Point Adams Packing Company, Hammond, Oregon.

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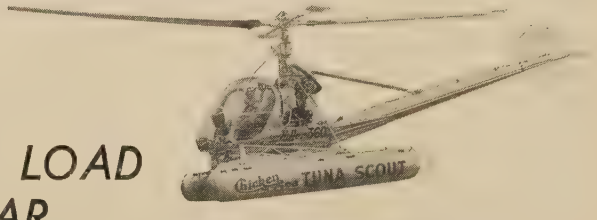

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Don Loker

(*Continued from page 15*)

ferent background, training and experience.

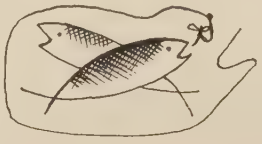
These are but a few examples of areas where because of the comparatively close relationship, it was expected the claimed benefits would materialize, but experience has proven it necessary to have fisheries work done by people with fisheries training and wildlife work handled by people with wildlife training. The lack of promised benefits from the consolidation has not been our only worry. One of our primary concerns has been that consolidation of fisheries activities with wildlife activities has resulted not in coordination but in subordination!

A logical reason for this is the chain of command in the Fish and Wildlife Service. Not only is the director and one of the two assistant directors from the wildlife branch, but so are all of the regional directors. Not only is the director of the Alaska region a wildlife man, but so are the directors of the New England region and the Pacific Coast region. There we have men with no experience or training in fisheries, directing federal fishery policy in regions now producing 4,000,000,000 pounds of essential food annually and probably where, with efficient management, this harvest could be vastly increased.

The most important fishery functions of the Fish and Wildlife Service is the conservation of the Alaska salmon fisheries under the White Act of 1924, by which the Service is given authority to adopt and enforce regulations for the protection of Alaska salmon. Although the Service, by virtue of this authority, has undertaken an extensive program of research and regulation, the fact remains that production from the resource has been steadily going down. A few pack figures will suffice to illustrate this point.

Year	Cases
1935	5,155,326
1936	8,454,948
1940	5,026,378
1942	5,089,509
1945	4,338,692
1946	3,971,109
1947	4,302,466
1948	4,010,612

Why is this condition present? Subordination of interest in fishery matters and lack of sympathetic understanding of this resource has resulted in inefficiency, misdirected research, improper and insufficient regulations, and inadequate enforcement.



Of course, it may be claimed that wildlife enforcement officers have been assigned to enforcing the Alaska Fishery Regulations on occasion, but those occasions have been few and far between; the number of men so assigned is extremely small and there is some question as to whether the assignment of men inexperienced in problems of these fisheries has contributed at all to the effective enforcement of the Fishery Regulations. As a matter of fact, there is reason to believe that enforcement of the Alaskan Fishery Regulations has suffered by reason of diversion of funds, and of planes and patrol vessels which could have been operated with those funds, to enforcement of Alaska Game Regulations. And these are some of the reasons why experienced and capable fisheries experts have resigned from the Service in great numbers in recent years, or have been transferred to other assignments, and have thereby crippled the program.

The situation in Alaska had become so dangerous that the Alaska salmon industry itself in 1947, in cooperation with the University of Washington, established the Fisheries Research Institute, financed entirely by the salmon industry, but under the complete control of the university, to find the answers to the problems that the Fish and Wildlife Service had been looking for, but which, as has been indicated above, it failed to find.

WE have been told by representatives of the Fish and Wildlife Service that one of the reasons fisheries have been better off since the transfer of the old Bureau of Fisheries from the Department of Commerce, and the consolidation of the fisheries with wildlife in the Department of Interior, is that the Fish and Wildlife Service has been able to obtain appropriations of far greater size for fishery work than was obtained by the old Bureau of Fisheries.

Let us examine that for a moment. I wonder whether we are getting as much return per dollar spent as we obtained while the Bureau of Fisheries was in the Department of Commerce. The commercial fishing industry feels that we are not, for while we may be getting more dollars, inflation has lowered the dollar value to such a degree that increased appropriations are woefully offset.

The correct scale to use, from the standpoint of conservation, business, or just plain common sense, is what has been accomplished? Very frankly, not enough, and the industry feels that proper attention has not been accorded

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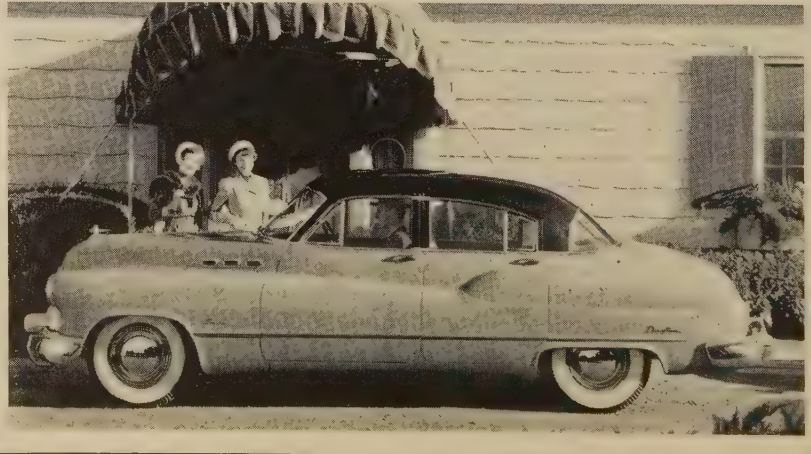

our fishery problems, and as a result the industry is profoundly disturbed.

And again, let me emphasize at this point—it is not necessarily the number of dollars appropriated—maybe we have enough now. What counts is how efficiently those dollars are used toward the solution of our grave and pressing problems. The only other reason I have ever heard advanced by those who oppose the separation of fisheries from wildlife is that such a splitting up would be a step backward. But they cannot tell us why!

I spoke a moment ago about subordination of fisheries to wildlife. If this were the only instance wherein handling of fisheries were subordinated, it would be bad enough, but the facts are that fisheries are not only subordinated to wildlife by the authorities of the Department of Interior, but fisheries are subordinated to every other single activity in that Department where there is even the slightest contact between the respective interests. I merely mention this now to remind you that the reason for this subordination is the fact that fisheries apparently are considered only a minor part of a not too important unit within the Department of Interior.

Now may I call your attention to an important point that is frequently overlooked by our friends in the wildlife field as well as by a good many of our friends connected with recreational fishing interests. This is that the fisheries functions of the federal government and the interests of the commercial fishing industry are concerned almost entirely with high seas fishery resources, with the notable exception of the Great Lakes fresh water fisheries. Only to a minor degree, moreover, do the inland sport fisheries of the nation, the fisheries of our streams and lakes, come within the scope of the federal government. The federal government's activity in this field is limited to the operation of some hatcheries and to some minor biological studies.

PARRIS DETAMORE (Continued from page 12)

A friend told her of San Diego's climate, people, and overall civic acceptability, and thither she journeyed. Immediately upon arrival, she went to work at Consolidated Aircraft Company and, several days later, sat down and wrote her parents the whole glowing account. Later, she married a San Diegan, E. W. Leyva, and currently the couple has one child, a boy, Ronald Parris, 3, who was named for his grandfather. Detamore and his wife, of course, have spent each summer since their daughter's marriage at her home in Mission Beach, and it was on one of these vacations that the propeller idea collared him.

The trade name of the unit is indicative of its basic idea, with the fundamental principle, of course, lying in its action. Contrary to the action of most propellers, Detamore's invention uses "pull" or "vacuum," centered in the "core" of the unit, instead of the water being forced outward by the blades. The action thus resembles the propulsion effect of a bird's wing or fish's tail. The difference in power concentration struck Detamore one day while he was watching a plane tow a glider. The slack in the tow cable, in other words, represented to him the lost power of the conventional propeller, and, after a little time devoted to machine-shop geometrics, he came up with what he considered the answer. The original test, he avers, showed a gain of nearly forty per cent in speed over the ordinary propeller, with about forty miles per gallon gas consumption, instead of the usual ten per cent less. The invention, still in embryo form, has not been marketed and probably will not be until further tests prove, beyond doubt, that the article can take a licking, and yet come through.

Detamore and his wife have decided to make their home in San Diego, a spot where he can indulge his hobby, fishing, to its fullest extent. An average-sized man with brown eyes and grey-black hair, Detamore cares little for liquor, smokes a bit, and has a typically husky mid-western constitution. He is associated in the development of the *Typhoon* with Captain F. S. Kearney, a fifty-three-year-old research Engineer in San Diego. Kearney is attached to M. R. Engineering Company, a Border City firm dealing in the developments, patents, use, and materialization of various mechanical ideas. If Kearney's opinion of Detamore's invention is worth anything, then he's got something.

"I believe Mr. Detamore's propeller, by use of the universal principle of vacuum propulsion, is the unique article of its kind on the market," he says.

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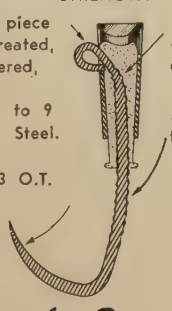

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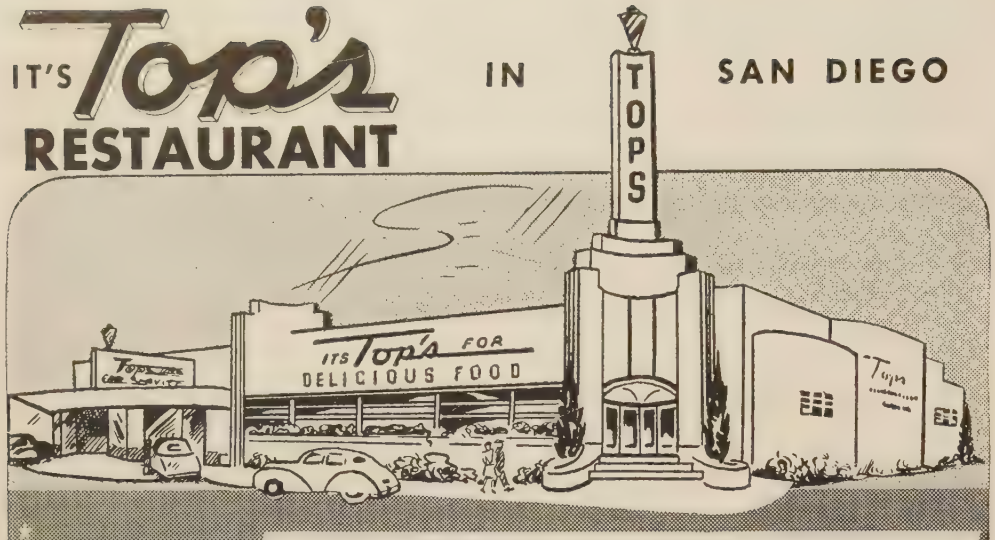

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MEN & MACHINERY

(*Continued from page 13*)

many thousands of applications under a great variety of conditions of service. With this great array of field applications under most severe conditions, we have yet to find an instance where A. C. B. has not proved superior to coatings previously tried.

There has been instance after instance of the great hardihood of A. C. B. One of the world's largest chemical manufacturers who has every laboratory facility for testing and analysis, has repeatedly used, specified and recommended A. C. B. as the one best rust proofing paint. A salt mining company in New York, another in Louisiana, several in other sections have applied A. C. B. to iron and steel surfaces subject to the most severe types of rust accelerating conditions with results that definitely indicate that A. C. B. gives better protection against rust over longer periods of time than was ever before obtained with any other coating which had been tried on the same surfaces.

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syrup industry has found a place in their processes where no coating but A. C. B. will render the required protection.

One of the largest, if not the largest, manufacturers in the State of New York, after tests covering a year or more, has standardized on A. C. B. for all structural steel, ruling against red lead applications even on steel work erected by outside contractors. A. C. B. was selected not only for its rust proofing qualities but because it did not scuff and mar during erection, did not blister in riveting and afforded greater safety to erectors because of its firm non-slip surface.

Such instances are almost endless. Public utilities, sewage disposal and filtration plants, food products and chemical manufacturing plants, paper mills, mines, bottlers, dairies, breweries, all within the classification of aggravated rust producing environment, plus practically every other industrial and commercial classification where rust proofing requirements are but normal, have each found A. C. B. worthy of its designation as the ideal rust proof coating.

No other heretofore developed type of paint priming coat for iron and steel regardless of cost or ingredients can excel the high rust preventing, rust inhibiting properties of A. C. B. Primer

(*Continued on next page*)

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Terminal Tidings

By JERRY LEE PECHT

THE other day a tall, lanky former New England fisherman by name of Joe Kane, dropped into my office for some information regarding the local fishing picture, and, during our discourse, he mentioned that the Great Lakes region is really alarmed about the depredations of the lamprey eel. He got me interested, and soon I was talking about it to everyone I knew. The more I thought of it, the more interested I became, with the result that I went out and dug up some information on the dread sea dweller. Here's the dope, and I think most fishermen will find it as interesting as I did:

The sea lamprey (*Petromyzon marinus*), known also as great sea lamprey, river lamprey, green lamprey, lake lamprey (landlocked form), shad lamprey, lamper-eel, lamphery-eel, sucker, and nine-eyes is found in waters of temperate and subarctic latitudes nearly all over the world except in southern Africa. The adult lamprey, once found only in marine waters, has become well established in the Great Lakes and in the lakes of western and northern New York. This vertebrate, shaped like an eel but unrelated to it, has a smooth, scaleless body. Its maximum length is three feet, and its greatest weight is two pounds or more. The upper part of the adult, spawning lamprey is mottled bluish, brownish, or blackish upon a gray or yellow background; the lower part whitish or grayish. If a lamprey is less than a foot in length it is not mottled. Its two dorsal fins are separate. Close behind the eye of the adult on each side is a row of seven nearly circular gill openings through which the lamprey breathes. These open internally into a canal below the esophagus and communicating with it near the mouth. The single nostril, on top of the head, is a blind sac. Instead of a mouth with jaws, the lamprey has a round sucking disc, from the center of which rows of sharp, horny teeth radiate in all directions. One to three larger teeth are on the palate. The tongue is file-like.

Lampreys attain their full growth in the Atlantic Ocean and the lakes, where they gorge for an unknown number of years on the blood and body fluids of fishes. Becoming sexually mature there, they migrate in large numbers in spring or early summer into streams and rivers to spawn. When a spawning movement is under way, these parasites, not feeding actively, make their heaviest migrations during darkness; before the peak of a run males predominate; after the peak, females. While en route to spawning sites, they do not prey on other fishes

These predators leisurely ascend rivers. To rest, they cling with their large, powerful sucking mouths to rock walls and rocks below or behind waterfalls. Then they make a short jump and rest again and continue this process until they negotiate the obstacle. Sometimes they "hitch" a ride by fastening to hulls or rudders of ships. At other times they attach their mouths to rocks in the stream bed and stretch their bodies in the current until they are refreshed before continuing the journey to the spawning grounds. Their destination reached, the males and females make nests in the beds of unpolluted streams at depths as great as three feet. With quick bodily movements they uproot the larger stones from areas one to about three feet in diameter. They use their mouths to move stones to the downstream edge of the nest until they have made a three to six-inch depression. After spawning in the pebble and gravel nests at short intervals over a period of two to four days, the lampreys die and decompose rapidly. The number of eggs that a female lays is in proportion to her size at maturity. One produced 236,000. Experiments have proved that if a female lamprey is kept away from suitable spawning sites, she dies without releasing her eggs. Sinking to the bottom of the nests, the heavy, small eggs in from one to two weeks hatch into a toothless, eyeless larval form, called ammocoetes. In the month or so that the larvae remain in the nest they reach a length of about a half inch.

MEN & MACHINERY

(*Continued from page 23*)

and first coater. None of the old type, soft and bulky primers which, in a great measure depended on thickness of coat for their rust proofing properties, possess the many desirable features of A. C. B. Dried and unbroken films of A. C. B. firmly adhering to iron or steel, effectively bar moisture from the surface of the metal, thus preventing the formation of rust. A film of any of the old type primers, with a linseed oil vehicle, on drying and with an unbroken surface film, would still absorb moisture to some degree, permit the moisture to pass through the paint film and set up rust beneath the paint film.

A. C. B. dries hard and adheres well. When dry its surface is such that finish coats of the same basic formulation key to it perfectly. A. C. B. is tough—so tough that even without finish coats A. C. B. has been on exposed metal surfaces for years maintaining an unbroken rust proof film. No bulky, soft, oil vehicle priming coat could withstand even a fraction of this exposure time without a hard, weather and wear resisting finish coat.

A. C. B. priming and first coater is made in a Venetian Red, a color which will offer contrast to the finishing coat, a contrast which assures complete coverage and a film free from 'skips' and pin holes. It brushes smoothly, can also be sprayed, hides well in one coat and has excellent leveling properties. Unlike most primers requiring 72 or more hours drying time, A. C. B. can be recoated in 24 hours under average drying conditions.

All in all, A. C. B. metal primer possesses every desirable property of any metal primer on the market without the defects of most and having many qualities not found in any other type of coating.

A. C. B. metal primer had an outstanding record of service for years before the formulation of the A. C. B. finish coats. The users of A. C. B. primer demanded a finish coat having the same rust proof properties as the primer and the same resistance to exposure to the many factors which attack and break down paint.

The company took the same basic rust proofing ingredients, the same liquid Bakelite vehicle, added the necessary pigmentation to produce finish coats in red, grey and black and with very slight modification to obtain a higher gloss surface, created finish coats for metal which have proved worthy companions to A. C. B. metal primer.

EBB'N FLOW

(*Continued from page 17*)

sumption of the monthly publication *Current Fishery Trade*, which contains a summarized compilation of current and up-to-the-minute statistical information relating to the domestic fishing industry. The estimates for fishery economic investigation request an increase of $20,600, which will allow studies of factors which affect the price of fishery products, as well as the development of current information on the competitive effect of agricultural price support programs, imports, and other pertinent factors bearing on fish prices and fish consumption.

Funds

No additional funds were needed to conduct the current exploratory fishing program in Alaska and in North Pacific waters. The $127,000 increase in the estimate for exploratory fishing in the Gulf of Mexico will provide from six to seven months' additional operation of the exploratory vessel in the Gulf. The current appropriation is sufficient for not more than three months' operation during the year, but, with the increase requested, the work can be extended to a nine or ten months' period. The additional operating time will be devoted especially to the location of commercially valuable off-shore populations of fish. The total estimates will be sufficient to permit some research in the development of new and improved types of fishing gear and vessel equipment for handling that gear. Also, some research in the adaptability of electronic devices to fishing operations can be conducted.

Research:

No increases were recommended for fishery technological research. Because of increasing costs, some curtailment will be required in the present research on freezing, packaging and processing of fishery products; on toxic clams; on bacteriology and sanitation; on fish oils and vitamin assays; and on nutrition studies. Important research on freezing fish at sea, defrosting, filleting, and re-freezing, including vessel equipment, can not be expedited.

The increase requested in the fishery market news service budget estimate for 1951, as compared with the base appropriation for 1950, will permit re-opening of the Astoria, Oregon, office, the improvement of a market coverage in Chicago and New Orleans, and defraying the increased cost of publishing the monthly issues of *Commercial Fisheries Review*.

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"PACKED WITH THE WIGGLE IN IT'S TAIL

Golden Gate

By ROBERT K. LAWSON

JUDGE Schuyler Otis Bland is dead, and his long service to the commercial fishing industry has been summed up by "NFI Flashes," National Fisheries Institue bulletin. must better than I could ever hope to. So, with your permission, I print the following, with thanks to NFI for the privilege:

A STATESMAN GOES TO REST

"Schuyler Otis Bland, Chairman of the House Committee on Merchant Marine and Fisheries, died early last Thursday morning at the Naval Hospital near Washington. Mr. Bland had been in ill health for several months and, recognizing that he could not perform his duties as efficiently as in the past, he announced last year he would not be a candidate for re-election. He had served in Congress continuously since July 3, 1918, and his length of service in that body is exceeded only by four Congressmen. He was the Dean of the Virginia Delegation to Congress. Without doubt, Judge Bland, as he was fondly known, was the most consistent and active leader in fisheries legislation. He was well acquainted with the fishing industry of his district and, understanding their problems, used every effort to improve the condition of the fishing industry and of those employed in it. He was perhaps better versed on fisheries problems than any man who ever served in Congress. Mr. Bland studied fisheries intently and maintained a book of notes over a period of years which became a storehouse of vital fishery facts. He enjoyed the confidence and respect of his colleagues and thus wielded tremendous influence when any question came up on the floor of the House pertaining to the fisheries.

"Judge Bland was one of the Fathers of N.F.I. As chairman of the House Committee on Merchant Marine and Fisheries, he recognized the need for the industry to maintain a voice on their behalf in Washington and before Congress. He repeatedly called attention to the fact that representatives of the fishing industry appearing before his committee were often in conflict. However, he refused to let his name be used in promotion of any individual group, taking the position that the organization should be truly national in character and should be organized by the industry itself. N.F.I. in appreciation of his leadership and his outstanding public service to the fishing industry, named him as the first honorary member of the organization and dedicated its first Yearbook to him. Congressman and Mrs. Bland attended and actively participated in all of N.F.I.'s annual meetings with the exception of the San Francisco Convention. He attended all of our sessions and took a great interest in the discussions. N.F.I. and the fishing industry have lost a friend and their greatest legislative leader. Schuyler Otis Bland's name will go down in history for his achievements in the fisheries legislative field."

While on the subject of NFI, here's something that the Institute came up with that you may have missed. Read it carefully; it has connotations: "British Food Ministry is selling Russian pack crab meat from consigned stocks in New York and Boston, insisting on certified checks before releasing Chatka brand to domestic distributors. Socialist Government has already moved to the United States and is selling for its own account about 44,000 cases out of a much larger block acquired from the Communists, probably in a barter deal. Quality crab meat is selling slowly. One reason is that the price of $54 for a case of 96 cans is so much higher than competing canned fish. Another is resentment against a product packed in Kamchatka by Russians probably assisted by retained Japanese prisoners of war working as the equivalent of convict labor, so experienced in the canning of crab meat that they furnished us nearly all that type of crab meat before the war. The British Government recently reduced their price in this selling because of competition from another block of Russian crab meat, secured in a barter deal."

IN THIS ISSUE:

(*Continued from page 3*)

results of the full scale tests just accomplished, a new research program was developed and undertaken in 1938 at the Paint Research Laboratory of the Navy Yard Mare Island. New concepts were formulated and tested, statistically and dynamically. Solely as evidence of the importance attached to this study, the then Secretary of the Navy, The Honorable Charles Edison, visited the Navy Yard Mare Island on 19 April, 1940 specifically to inquire, personally, as to the results to that date of the Yard's underwater coatings, plastic series, reesarch program. Selection of the final coatings (there were other laboratories besides Mare Island engaged in similar programs) was not merely the result of paint laboratory processes, it involved, most definitely, factual evaluation of each vessel's performance coated therewith. In addition, a substantial volume of evidence was essential. All these considerations had to be completely fulfilled before the Navy Department accepted, as of October 30, 1941, the Mare Island plastic series of underwater coatings as standard for all Naval Vessels.

i. The results achieved with these formulations were of such moment that the Navy Department advised the Commandant, under date of May 13, 1941, that patents would be applied for and that the application would be filed under the name of Capt. A. S. Pitre, USN. Patent applications, in due course were filed. These are in process of consideration by the U. S. Patent Office.

j. With the advent of war, the Navy Department requested the National Defense Research Council to lend their assistance and advice to the problem of underwater coatings. The Mare Island Paint Research Laboratory cooperated most completely with these able representatives for a period of some four years. It is significant that in no important aspect was the fundamental approach of the Mare Island Laboratory to a solution of this problem modified.

k. The plastic series of underwater coatings were not removed from their secert classification until December, 1947. Prior thereto, the inventors had assigned to the U. S. Government "shop rights" (the right to manufacture and use for itself) under the patent applications. Following reelase from security, the inventors were then, and only then, permitted to undertake negotiations. These negotiations resulted in the assignment of all commercial and foreign rights to the American Marine Paint Company of San Francisco, California.

(*Continued in April edition*)

New Furnishings

For years, Henry Langhorst has kept a close eye on the upkeep and appearance of his cafe at Harbor Drive and Hawthorne Street, San Diego, California. Above photo shows part of his latest brush-up. While the interior has been completely remodeled, the cocktail lounge turned out to be the unique feature. For one thing, a complete view of the Bay may be seen in the back-bar mirror.

Buying Power

(Continued from page 9)

plies, art goods, novelties, general merchandise, shoes, shoe repairing, second hand merchandise, tobacco products, photographic materials, luggage, leather goods, radios, musical instruments, jewelry, meals and drinks, clothing.

(Next month *Pan-American Fisherman* magazine will carry a complete breakdown on the commercial fisherman's individual buying power. What does he spend annually for these elements? What does his work mean to merchandisers? What is his part as a taxpayer in the building and maintenance of a city? These questions, and others, will be answered in the second installment of *Buying Power!* Watch for it in the April issue).

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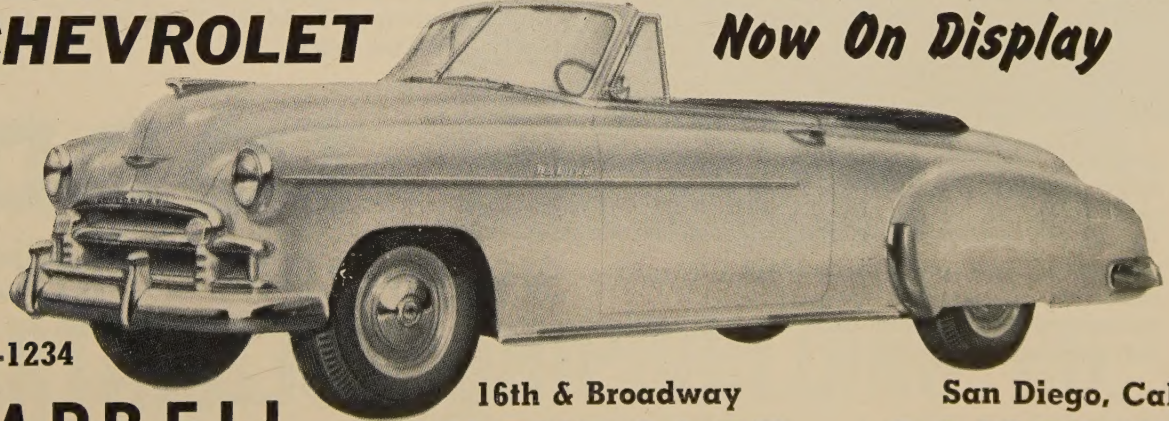

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Regards,

PAN-AMERICAN *fisherman*

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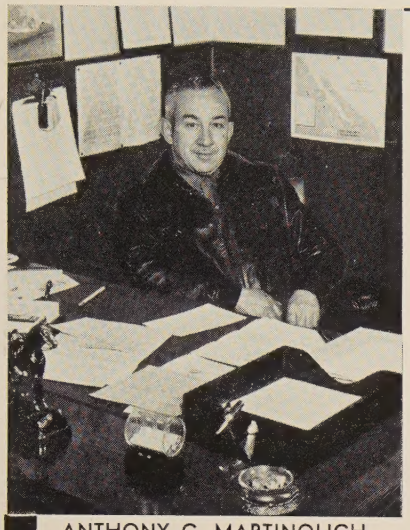

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PAN-AMERICAN fisherman

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